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Daughters of Utah Pioneers

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*Utah*  
*and the*  
*Pony Express*

*by*  
KATE B. CARTER

UTAH PONY EXPRESS CENTENNIAL COMMISSION

## FOREWORD

"In order to recognize the important contribution to the heritage of the state of Utah played by the pony express, there is created the Utah pony express centennial commission . . . The commission shall organize and direct such subcommittees as it shall consider necessary to provide for a centennial observance in Utah and to coordinate with other states for this purpose. The commission may take such action as it shall consider necessary to promote the observance of a pony express centennial in Utah. . ."

With these words the Thirty-Third Legislature on March 12, 1959, created this commission and outlined its area of responsibility.

This booklet has been prepared as one method to preserve and perpetuate that great and gallant story of pioneer transportation and communication in the American West—the Pony Express.

### UTAH PONY EXPRESS CENTENNIAL COMMISSION

David R. Trevithick  
Chairman



## Utah and the Pony Express

"I . . . do hereby swear, before the great and Living God, that during my engagement, and while I am an employee of Russell, Majors & Waddell, I will, under no circumstances, use profane language; that I will drink no intoxicating liquors; that I will not quarrel or fight with any other employee of the firm, and that in every respect I will conduct myself honestly, be faithful to my duties, and so direct all my acts as to win the confidence of my employers. So help me God."

ON September 7, 1850 Congress passed a bill admitting California to the Union, and two days later she became the thirty-first state, entered on the records as a "free" state. Utah's interest in California began on January 29, 1846 when the Mormon Battalion reached California and, again, in July, 1846 when Samuel Brannan and his Mormon company landed in San Francisco harbor on the ship *Brooklyn*. Many of the families of these first Californians were in Utah and the Mormons clamored for a mail route between the Pacific coast and Utah Territory. In 1849, came news of the gold discovery at Sutter's Mill and it is known that 80,000 people made their way to California. By 1860 the population was said to be nearly half a million, many of whom were petitioning Congress for a mail route. The Postmaster-General reported in 1848, that three ocean steamers had sailed from New York carrying mail which would ultimately reach California; but steamer transportation was too slow for those who desired to com-



William H. Russell

tween Washington, D.C. and New York raising money to carry on his many business enterprises.

Alexander Majors was born in or near Franklin County, Kentucky October 3, 1814. When he was four years of age his mother moved the family to Jackson County, Missouri. After his marriage to Catherine Stalcup he took up farming. The revenue from his farm, being inadequate for his growing family, in 1846 he began his freighting activities. He loaded a wagon with merchandise and went to the Pottawattamie Indian reservation to either sell or trade his goods. From *Seventy Years on the Frontier* we quote:

"As I was brought up to handle animals and had been employed more or less in the teaming business, after looking the situation over, it occurred to me there was nothing I was so well adapted for by past experience as the freighting business that was then being conducted between Independence, Missouri and Santa Fe, New Mexico, a distance of eight hundred miles. At that time almost the entire distance lay through Indian Territory where we were likely, on a greater portion of the trail, to meet hostile Indians any moment. Being a religious man and opposed to all kinds of profanity, and knowing the practice of teamsters, almost without exception, was to use profane and vulgar language and to travel on the Sabbath day,

William Hepburn Russell was born January 21, 1812 in Burlington, Vermont. Later his family moved to Missouri where, at Lexington, he opened a mercantile establishment and became active in other civic ventures. He was a highly temperamental man, possessed of a daring nature, a keen mind, a vivid imagination and a great ambition. He had an unwavering confidence in his ability which oftentimes led him into unwise decisions. Mr. Russell was well known among the great political leaders of his time and a familiar figure in Washington. He made his home in the East where he traveled extensively be-



Alexander Majors

another difficulty presented itself to my mind which had to be overcome.

"After due reflection on this subject I resolved in my innermost nature, by the help of God, I would overcome all difficulties that presented themselves to my mind, let the hazard be whatever it might. This resolve I carried out and it was the keynote to my great success in the management of men and animals. Having reached this determination and being ready to embark in my new business, I formulated a code of rules for the behavior of my employees which read as follows:

*"While I am in the employ of A. Majors, I agree not to use profane language, not to get drunk, not to gamble, not to treat animals cruelly, and not to do anything else that is incompatible with the conduct of a gentleman. And I agree if I violate any of the above conditions, to accept my discharge without any pay for my services."*

"I do not remember a single instance of a man signing these 'Iron-Clad' rules, as they called them, being discharged without his pay. My employees seemed to understand in the beginning of their term of service that their good behavior was part of the recompense they gave me for the money I paid them."

In 1848, Mr. Majors received a contract to carry cargo into Santa Fe. He states that by 1850 his business had grown to such an extent that he now owned ten wagons and one hundred and thirty oxen, and, for the year 1850, his earnings were some \$13,000. During the year 1853 he was engaged in freighting for the government, having received a contract for transporting supplies. It was not until 1855, that Majors joined with Russell, at which time a government contract was signed, giving these men the sole right to transport all military supplies west of the Missouri River. Later advertisements announced the opening of their office, warehouses, stores, blacksmith shop, etc.

*Salt Lake House*—Captain Richard F. Burton, medalist of the Royal Geographical Society, while visiting in Salt Lake City during August and September of 1860, was a guest at this famous hotel, which also served as the Pony Express station. In his book *City of the Saints* he gave the following description of the building:

"Nearly opposite the Post Office, in a block on the eastern side, with a long veranda, supported by trimmed and painted posts, was a two-storied, pent-roofed building whose sign-board, swinging to a tall, gibbet-like flag-staff, dressed for the occasion, announced it to be the Salt Lake House, the principal, if not the only establishment of the kind in New Zion. In the far west one learns not to expect much of the hostelry, I had not seen aught so grand for many a day. Its depth is greater than its frontage, and behind it, secured by a porte cochere, is a large yard for corralling cattle. A rough-looking crowd of drivers, drivers' friends and idlers, almost every man openly armed with a revolver and bowie-knife, gathered round the doorway to greet Jim, and 'prospect the new Lot;' and the host came out to assist us in transporting our scattered effects."

*Joseph Dorton* was born June 5, 1821 in Stockport, Cheshire, England, the son of John Dorton and Catherine Karl. He married Emma Bemus and soon after they came to America settling in Philadelphia, Pennsylvania. Coming in contact with Mormon Elders, John Taylor and Angus Cannon, they were soon converted and baptized. The Dortons came to Utah in *Captain Israel Evans* handcart company arriving in Salt Lake City September 11, 1857. For a time they made their home in Salt Lake City, then moved to Lehi, Utah county where Joseph opened a butcher shop in the old Co-op Store. In April, 1858 he married Martha Clayton.

When Mr. Dorton learned of the coming operations of the Pony Express, he immediately journeyed to Salt Lake City seeking permission to build stables in which to house some of the horses used along the route. He was warned by friends of the danger connected with such an enterprise, because of the hostile bands of Indians in the vicinity of the location he had selected. However, he went ahead with his plans, built a two-room brick house for the family and a log barn for the ponies. These were situated about eight miles between Lehi and Camp Floyd on the Fairfield road. He also made a dugout for an Indian boy whom he hired to feed, water and curry the ponies. In connection with this business Joseph operated a small grocery store, and Martha made cakes, pies and bread to sell to the soldiers stationed at Camp Floyd. Ofttimes they exchanged buffalo robes for these delicacies. Water was hauled from the lake and sold for 25 cents a bucket.

After there was no further need for the ponies and Camp Floyd abandoned, Joseph moved his family back to Lehi. He was 78 of age at the time of his death.

*Weber Stage and Pony Express Station*—In the summer of 1853, first stone was placed for the building which was later to become us as the Weber Stage and Pony Express Station. Its twenty-six walls were considered unsafe in 1931 and the old building was ved, but in the five pockets that were discovered built in the walls were uncovered a \$5 gold piece dated 1847, a few pieces of small change, an old letter from a son and daughter to their "Dear Parents," dated 1873, a pair of gold glasses, a light-weight pony express rider's gun case and a parchment such as the Pony Express mail first used, written from an eastern girl to her pony express rider sweetheart, which today is clear and legible.

James E. Bromley, who came to Utah in July, 1854, and settled at the mouth of Echo Canyon, was placed in charge of the monthly mail, driving a mail coach and six mules, with changes at Laramie, Kearney and Bridger. He remained with the Overland Stage Company until 1856.

In the spring of 1857, Mr. Bromley went to work for J. M. Hockaday who had been to Washington and had the mail route restored between Atchison and Salt Lake City. He says: "I was put in charge of the road; I bought mules, built stations, fought Indians, and did everything that came in the line of my duty. I started from Atchison, and as I got one division in order, I was sent to the next, until, finally, I was permanently located on the Salt Lake division; having charge of the road from Pacific Springs to Salt Lake City, until the spring of 1864. In 1860, the Pony Express was put on. I bought the horses in Salt Lake, to stock the line to Fort Laramie, and hired many of Utah's young men to ride them. Nobly and well did they do their work."

*Rush Valley*: H. J. Faust, keeper of the Pony Express Station in Rush Valley was a native of Germany. When he was eight years of age he came with his parents to the United States and settled in Missouri. At the time of the Sutter Creek gold strike in 1849, Mr. Faust was one of the first to emigrate from what was then the middle west. He was not successful enough in this venture to hold him in California for long and, in 1851, having been attracted by the prospects which Utah presented, and by the fact that he had joined the Mormon Church, came to this state. During these early years he was given the nickname which clung to him for life. Having decided upon a medical career, with surgery the goal, he was engaged in zealous study when the lure of gold proved too strong to resist. While he did not receive the coveted title of doctor the shorter title of "Doc" was bestowed upon him. He was born June 18, 1833.





H. J. Faust

In the early 1850's he was commissioned by Brigham Young to carry the mail between Utah and California. He was then twenty-one years of age. Two men had met death within a year, massacred by Indians; there were deserts and mountains to be crossed and never more than one man accompanied the mail besides the driver. However, "Doc" Faust accepted the assignment and during the half dozen years of his service had many thrilling experiences.

During his residence in Fillmore he was engaged as a mail carrier, and, in 1860, when the Pony Express came into existence, he accepted a position under Mayor Howard Egan as a station keeper. It often devolved upon him to carry the mail when a substitute rider was needed in an emergency. While living at the Rush Valley station Faust and his wife had a narrow escape from death by the hands of Indians in that locality.

Mrs. Faust had taken a liking to certain squaws and had given them several "pale face" pies. A few became very ill, being unused to pastry, and the braves imagined that "bad medicine" had been placed in the pies. The leader of the tribe, accompanied by many tribesmen, came to the station and informed the Fausts that they were going to die because the pies had made the squaws so ill. First, they insisted that Mrs. Faust cook food for them which she was about to do when her husband interfered. He informed the chief that if they were to die they were prepared to do so, but would do no favors for their killers. In the distance, over Point Lookout, "Doc" Faust could see the dust of approaching horsemen and knew if he could parley long enough help would arrive. Not long after Chief Pe Awnum, of a friendly tribe, rode up with his braves. His intervention saved the lives of the Fausts.

One of "Doc" Faust's most pleasant remembrances while living at the station was the visit of Horace Greeley, editor of the New York Tribune who was on a trip across the continent. Knowing that Mr. Greeley would very likely bury himself in books and not wish to carry on a conversation, Mr. Faust took great care to see that all the tallow candles were hidden, leaving the house in darkness. Mr.

Greeley, unable to read, then made a delightful companion for the remainder of the evening with interesting accounts of his travels.

Mr. Faust left the station in 1870 and came to Salt Lake City where he went into the livery stable business and also acquired several other pieces of valuable property. Most of his holdings were swept away in the panic of 1873, but every cent he owed was paid in full. Later he traded his ranch to Porter Rockwell for eighty head of cattle and during the years brought many blooded stock into the territory. His last years were spent in Deep Creek, Tooele Valley, engaged in mining activities. The site of his home was a spot where he had once found water after forty-eight hours of suffering from desert thirst.

The name of "Doc" Faust will always be closely associated with the Deseret Agricultural & Manufacturing Society. Death was due to a heart seizure while on a business trip to Los Angeles, California. He was seventy three years of age.

*Ruby Valley Station:* Frederick William Hurst was the keeper of the Pony Express station in Ruby Valley about 375 miles west of Salt Lake City. He was one of a family of eleven children and joined the Latter-day Saint Church while living in New Zealand. After filling a mission to Australia and Hawaii, he came to Utah, and during the months the Express was in operation Mr. Hurst was placed in charge of this important station. The Indians in the vicinity at that time were very hostile since they felt that the white man was usurping their lands and food supplies. The winter was exceptionally severe and many of the tribesmen and their families were dying of cold and hunger. Mr. Hurst believed in the policy of Brigham Young—that of feeding the Indians rather than fighting them—and being a naturally kind hearted man he desired to help alleviate their sufferings. Many times he gave the Indians who came to the station bread and also a sort of poi he had learned to make on the Islands. At Christmas time he gave them a special treat of a large plum pudding which he had steamed in cloth sacks over a bonfire. The Indians were deeply appreciative of these acts of kindness and often warned him of hostile bands who were bent on destroying the station. Thus he had time to secure proper defense.

#### GREAT MEN OF THE PONY EXPRESS

*Bolivar Roberts* was hired by Russell, Majors & Waddell as superintendent of the Western Division, stationed at Carson City, Nevada, and was given the responsibility of selecting the riders and the ponies. He was well acquainted with every mile of the trail between Sacramento, California and Salt Lake City, Utah and his knowledge of the terrain between these points was of utmost importance to the firm. The son of *Daniel Roberts* and *Eliza Aldula*

principles of Mormonism through the teachings of Elder Erastus Snow and immediately made their way to Nauvoo, Illinois. Here Mr. Egan erected a rope factory, and also took an active part in the building of the city, following closely the teachings and advice of the prophet Joseph Smith. He became a member of the Nauvoo police and a major in the Nauvoo Legion from which time on he was known as Major Howard Egan.

After the exodus of the Mormons from Nauvoo, Major Egan took his little family to Winter Quarters. Probably his first job as a mail carrier occurred November 21, 1846 "when John D. Lee and Howard Egan returned to Council Bluffs bringing with them a mail of 282 letters and, according to Brigham Young, with an additional \$4,000 of Battalion money."

In the spring of 1847, Major Egan accompanied the first company of Saints to the Valley under the leadership of Brigham Young. He helped haul logs from the canyon for the building of the fort and later that summer returned to the States for his family. Upon their arrival in the Great Basin in the spring of 1848 he established his family in the Old Fort, but, in April, 1849 they moved into an adobe house located on the second lot south of First North and Main Streets in Salt Lake City.

Sometime during the latter part of 1848, or early 1849, Major Egan went east carrying the mail and to assist in bringing another company of Saints across the plains including other members of his family. While there he was approached by the leaders of the Eastern Branch of the Church, Orson Hyde, George A. Smith and Ezra T. Benson to supervise the transporting of a printing press to the Valley. He was given a letter of instructions which stated "that the wagon not only contained the printing press and supplies, but it also contained an old Dutch clock, a picker, a box of German books and another containing stationery. The largest wagon contained about 2400 pounds, another 1800 pounds and the third not over 1600 pounds."

Major Egan's group left early in May, carrying the mail along with the Church property. As soon as they reached the Green River, he rode ahead with the mail and to get fresh teams to help with the pull across the mountains. Within ten days he was back, meeting the company in Echo Canyon and a week later they entered Salt Lake City. According to secular history there were three routes of travel between Salt Lake City and California—the northern, the central and the southern. The first ran around the northern end of the Great Salt Lake and, after crossing the western desert, followed the Humboldt valley. It was the preferred route because grass and water were plentiful, and there were only two small tracts of desert to cross. The southern route was used by Egan, Hunt and Rich while guiding the forty-niners to California in 1849. The central route, known to the settlers of Utah as Egan's Trail, and to California

emigrants as the Simpson route, veered only a few miles from forty degrees north latitude until it reached Hastings pass in the Humboldt mountains, where it branched off in a southwesterly direction toward Carson Lake and Carson River, then from Carson City south to Genoa and on into California.

Major Egan was employed by Livingston and Kinkead for a few years driving stock to California and afterwards became the mail agent. He made his headquarters at Deep Creek, a post on the mail route which he had established in 1853, while engaged in driving stock.

There were fifty-six stations marked on the Egan or Overland Trail covering a distance of 658 miles. He mapped potential sites for approximately fifty-six towns along the Egan Trail. Some of them were only important as relay stations for the Overland mail; but others, such as Rush Valley, Ruby Valley and Deep Creek were good farming areas. Besides having established a relay station for the Overland Mail at Deep Creek, he also opened a store selling general merchandise. Most of the farm labor was done by Indians, so that Major Egan could apply himself to the more serious work of running the Overland Mail. Soon after he had mapped out the Egan Trail, he went into partnership with W. G. Chorpenning who had a mail contract from Salt Lake to California.

With the inception of the Pony Express on April 3, 1860 Howard Egan again made great contributions to frontier life. The Egan Trail became the route traveled by the express for three hundred miles. His jurisdiction as an officer included all of the Utah route. He contributed much to the organization through his valuable experience as a pioneer, trail blazer, and stage coach driver. He also rode the ponies when necessity demanded it. He is credited with bringing the first Pony Express mail into Salt Lake City, riding a distance of seventy-five miles from Rush Valley on April 8, 1860, carrying four pouches on which were written "Overland Pony Express." He was confident that his riders could make as good time as any one on the route, but had gone to Rush Valley to make sure. Howard Ranson Egan tells the story of his father's famous ride:

"When all was supposed to be ready and the time figured out when the first Express should arrive in Salt Lake City from the east, they thought on account of the level country to run over, they would be able to make better time on the eastern division than on the western from Salt Lake to California. Therefore, the two riders that were to run between Salt Lake and Rush Valley were kept at the city. Father, alone of all the officers of the line, thought his boys would make a record as good as the best and if they did there would be no rider at Rush Valley to carry the Express on to the city. So, to be on the safe side, Father went himself to Rush Valley. And sure enough his boys delivered the goods

as he expected, and he started on his first ride. It was a stormy afternoon but all went well with him till on the home stretch.

"The pony on this run was a very swift, fiery and fractious animal. The night was so dark that it was impossible to see the road, and there was a strong wind blowing from the north, carrying a sleet that cut his face while trying to look ahead. But as long as he could hear the pony's feet pounding the road, he sent him ahead with full speed. All went well, but when he got to Mill Creek, which was covered by a plank bridge, he heard the pony's feet strike the bridge and the next instant pony and rider landed in the creek, which wet Father above the knees; but the next instant, with one spring, the little brute was out and pounding the road again and very soon put the surprise on the knowing ones."

Major Howard Egan remained at Deep Creek as Superintendent of the Overland Mail until May 10, 1869. During this year the railroad was completed on the northern route, north of Salt Lake, leaving Deep Creek almost entirely out of the general line of traffic. After performing missionary labors among the Goshute Indians in 1874-75, he returned to Salt Lake City where he resided with his family in the old home until his death in 1878.

*Benjamin Ficklin* played a significant role in the beginning of the Pony Express as he was route superintendent, first for the Leavenworth & Pike's Peak Express and later for the Central Overland California & Pike's Peak Express Company. Utah's history takes note of his activity as one of a surveying party chosen to locate the United States wagon trail from South Pass to Salt Lake City. Following a disagreement with William H. Russell, Mr. Ficklin resigned his position and worked with the Pacific Telegraph Company. He became an officer in the Confederate Army. Death occurred in Washington, D.C.

*William Finney*, one of the incorporators of the Pony Express, had his office in San Francisco where he was placed in charge of many of the details and business interests of the firm.

*A. B. Miller*, one of the agents for Mr. Russell, resided in Salt Lake City and laid claim to the fact that he and others drew plans for carrying the mail by a relay of horses long before the Pony Express was inaugurated. In this vast organization there were many others who ably assisted in this daring enterprise.

# PONY EXPRESS RIDERS

Alcott, Jack	Flynn, Thomas	Moore, James
Avis, Henry	Frye, Johnny	Montgomery, Maze
Ball, S. W.	Fuller, Abram	Murphy, Jeremiah
Banks, James	Gardner, George	Perkins, Wash
Baughn, Jim	Gentry, James	Pridham, William
Baughn, Melville	Gilson, James	Rand, Theodore
Beatley, James	Gilson, Samuel	Randall, James
Becker, Charles	Gould, Frank	Ranahan, Thomas
Boulton, William	Hall, Martin	Reynolds, Charles
Brandenburger, John	Hamilton, Samuel	Reynolds, Thomas
Brink, James W.	Hamilton, William	Richardson, William
Brown, Hugh	Haslam, Robert	Riles, Bart
Bucklin, James	Hawkins, Theodore	Rising, Donald C.
Burnett, John	Helvey, Frank	Roff, Harvey
Campbell, William	Hickman, Bill	Rush, Edward
Carlyle, Alexander	Higginbotham, Chas.	Sangiovanni, G. G.
Carr, William	Hogan, Martin	Seerbeck, John
Carrigan, William	Huntington, Clark	Serish, Joseph
Cates, William	Huntington, Lot	Sinclair, John
Clark, James	James, William	Spurr, George
Cleve, Richard	Jay, David R.	Streeper, William
Cliff, Charles	Jobe, Samuel	Strickland, Robert
Cliff, Gustavas	Jones, William	Strohm, William
Cody, William	Keetley, J. H.	Suggett, John
Crawford, Jack	Kelly, Jay	Tate, William
Cumbo, James	Kelley, Mike	Thatcher, George
Dean, Louis	King, Thos. O.	Thompson, Charles
Dennis, William	Koerner, John P.	Thompson, James
Dobson, Thomas	Leonard, George	Topance, Alexander
Donovan, Joseph	Little, G. Edwin	Tough, W. S.
Dorrington, W. E.	Littleton, Tough	Towne, George
Down, Calvin	Macaulas, Sye	Tuckett, Henry
Drumheller, Daniel	Maxfield, Elijah	Upson, Warren
Dunlap, James	Martin, Robert	Wallace, Henry
Egan, Howard	McCain, Emmett	Westcott, Daniel
Egan, Howard Ranson	McCall, J. G.	Whelan, Michael
Egan, Richard R.	McDonald, James	Willis, H. C.
Ellis, J. K.	McNamey, Pat	Wilson, Nicholas
Faust, H. J.	McNaughton, James	Wintle, Joseph
Fisher, John	McNaughton, William	Worley, Henry
Fisher, William	Miller, Charles	Zowgaltz, Jose

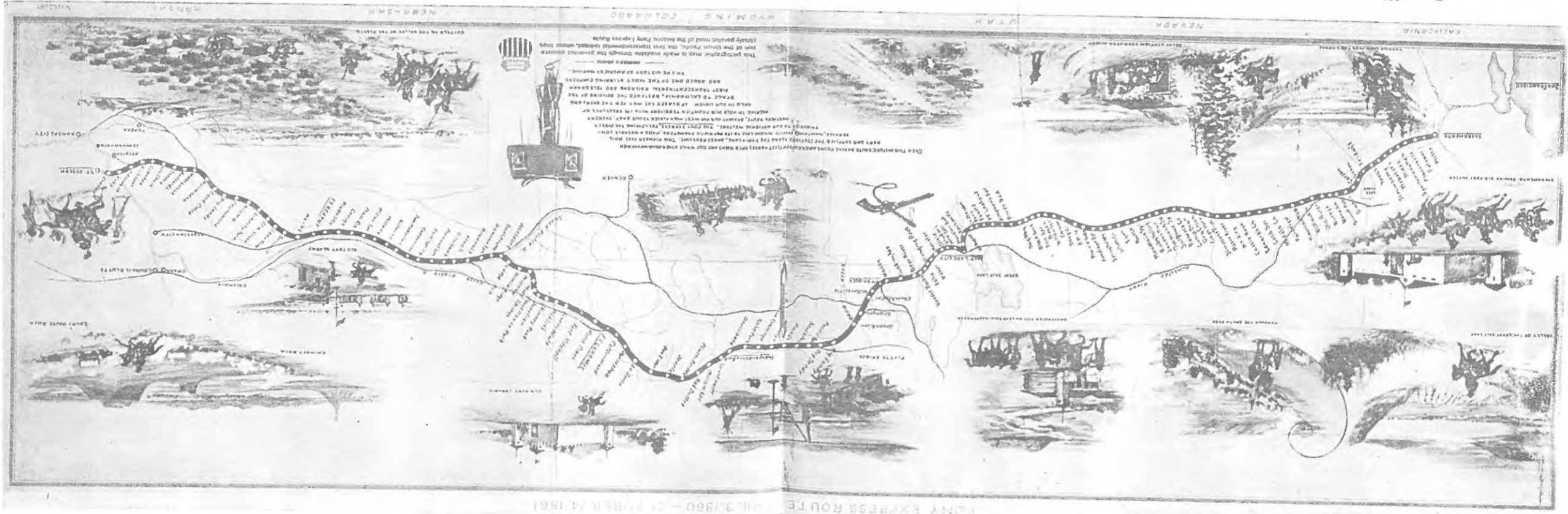
# WILLIAM CAMPBELL

After his last ride with the Pony Express William Campbell turned to other occupations. He and his brother were well known in Salt Lake City as freighters. They secured contracts to haul merchandise from various points sometimes making as high as three trips in one season. Evidently it was not a paying proposition, for they sold their complete outfit within a few years and took a contract for grading along the line of the Union Pacific railroad, working on canals, and selling mules to the government. In 1869 Mr. Campbell went to Nebraska City, Nebraska where he became an important man in civic affairs. He later was elected State Senator. One of his



UTAH AND THE PONY EXPRESS

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In telling of his experiences as a rider "Ras" Egan said: "At first the ride seemed long and tiresome but after becoming accustomed to that kind of riding it seemed only play, but there were times when it didn't seem so very playful. For instance, I was married January 1st, 1861, and of course, wanted a short furlough, but was only permitted to substitute a rider for one trip, and the poor fellow thought that was plenty. I had warned him about the horse he would start with from 'Rush' on his return trip, telling him that he would either back or fall over backwards when he got on him. 'Oh,' said he, 'I am used to that kind of business.' 'But,' said I, 'Buckingham Bally' is a whole team, and a horse to let, and a little dog under the wagon, be careful.' So as a precaution, after he had tightened the saddle, he led him out about a quarter of a mile from the station and got on; when the horse, true to his habit got busy and the rest

finally found him and made the trip, getting 'a black eye' for loss of time. He said to the boys, 'No more 'Buckingham Bally' for me.'" Young Egan had many harrowing experiences while engaged in his work. He also had several skirmishes with the Indians during the Pah-ute depredations in 1860. At one time he came upon a stage that had been held up and all the passengers killed and the horses stolen. As Egan pounded along the trail one of the raiders appeared armed with a rifle and bow and arrows and set out after him. At first "Ras" rode just fast enough to keep out of gunshot range; then suddenly he turned and charged straight at the Indian who turned and fled. Another time his horse fell on him while he was crossing a bridge at night and he was thrown into the icy water, breaking the neck of the pony. "Ras" was compelled to walk five miles carrying



was so scared in all my life. My heart seemed to jump to my mouth. I leaned over and ran my horse as fast as he could go. I expected to be shot every second—but no shot came. Some years later I was in Lehi, Utah, at the time the Indians were making trouble. My horse was shot from under me and Port Rockwell generously gave me an iron gray horse. It was the best I ever owned."

Being a very capable man William Hickman was selected to help carry the mail to the states as evidenced in this letter written by Brigham Young February 5, 1857: "A contract for carrying the mail from the states to this place for four years has been offered Hyrum Kimball; he will not be able to start it this month and has transferred it subject to my orders and counsel. We shall send the February mail by William A. Hickman and others, and in all probability the March mail will go by Porter Rockwell and others . . ." When President Young was superintendent of Indian affairs, he entrusted William Hickman to deliver gifts of food and clothing to the Indians. In the later fifties he was a United States Deputy Marshal and was known as a fearless man and "quick on the draw." Owner of a ranch in western Utah "Bill" Hickman became a dealer in thoroughbred horses. He was probably one of the best known agents, oft-times acting as peacemaker between the Indians and the white people; yet, there were times when he felt justified in fighting against them for the safety of the settlements. For a time he served as a bodyguard to President Young and it is said that Young blessed him and "hoped that he might be able to protect the Saints from the Indians and outlaws."

It is very likely that a man so trained and fearless would be a Pony Express rider, and according to our records and the belief that has been handed down through the years, "Bill" Hickman rode the Pony Express.

#### THE HUNTINGTON BROTHERS

In the original writings of William Egan, son of Howard Egan, he notes that Lot Huntington was a Pony Express rider whom he remembered well. Most writers include the name of "Let" Huntington. Descendants of Clark Allen Huntington also named him as one who was hired by Howard Egan as a Pony Express rider. It is our belief that both of these men were connected with the Pony Express. The following information was supplied by Eva C. Johnson, granddaughter of Oliver B. Huntington:

Lot E. Huntington was born April 29, 1934 in Watertown, New York, a son of Dimick and Fannie Allen Huntington. His father was a member of the Mormon Battalion and Lot, with his sisters Martha, Zina and Betsy accompanied him on that famous trek. Lot was thirteen years of age when he arrived in Salt Lake Valley July 29, 1847. Dimick Huntington was best known among the early settlers of Utah as an Indian interpreter. It is said that he took his sons Lot and Clark with him when he answered the call of the authorities to go

among the redmen seeking peaceful solutions to the many disputes between the Indians and the white settlers.

In June, 1855, Lot, in company with Oliver Boardman Huntington, and thirty-nine other men, started south and east to the Elk Mountains to open a mission. On September 2, 1856 he accompanied a group of men, his uncle included, on an exploring expedition to the west and out into the desert. Here Lot became an expert horseman and gained a knowledge of the terrain which proved valuable to him during his 'Pony' days. In October, 1861, he married Naomi Gibson. Upon his return to Salt Lake City he served for a short time as bodyguard to Brigham Young. He died from the effects of a gunshot wound January 16, 1862 at the age of eighteen years.

*Clark Allen Huntington* was born December 6, 1831 in Watertown, New York. He also took part in the migrations of the Saints from New York to Kirtland, Ohio; thence to Nauvoo, Illinois, participating in the exodus of the Mormons from that city and the subsequent journey across the plains to Utah in 1847. In 1852, Clark Allen married Rosanna Galoway in Salt Lake City. In 1857 he served as a scout for the Church of Jesus Christ of Latter-day Saints at Lee's Ferry, later being employed by Warren Johnson at the ferry. He returned to Salt Lake City where he was employed by Mr. Egan as a rider for the Pony Express. Mr. Huntington's later years were spent in Kanab, Utah where he passed away at the home of Mr. Johnson and was interred in the Kanab cemetery.

#### WILLIAM JAMES

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#### JOHN KEETLEY

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was so scared in all my life. My heart seemed to jump to my mouth. I leaned over and ran my horse as fast as he could go. I expected to be shot every second—but no shot came. Some years later I was in Lehi, Utah, at the time the Indians were making trouble. My horse was shot from under me and Port Rockwell generously gave me an iron gray horse. It was the best I ever owned."

Being a very capable man William Hickman was selected to help carry the mail to the states as evidenced in this letter written by Brigham Young February 5, 1857: "A contract for carrying the mail from the states to this place for four years has been offered Hyrum Kimball; he will not be able to start it this month and has transferred it subject to my orders and counsel. We shall send the February mail by William A. Hickman and others, and in all probability the March mail will go by Porter Rockwell and others . . ." When President Young was superintendent of Indian affairs, he entrusted William Hickman to deliver gifts of food and clothing to the Indians. In the later fifties he was a United States Deputy Marshal and was known as a fearless man and "quick on the draw." Owner of a ranch in western Utah "Bill" Hickman became a dealer in thoroughbred horses. He was probably one of the best known agents, oft-times acting as peacemaker between the Indians and the white people; yet, there were times when he felt justified in fighting against them for the safety of the settlements. For a time he served as a bodyguard to President Young and it is said that Young blessed him and "hoped that he might be able to protect the Saints from the Indians and outlaws."

It is very likely that a man so trained and fearless would be a Pony Express rider, and according to our records and the belief that has been handed down through the years, "Bill" Hickman rode the Pony Express.

#### THE HUNTINGTON BROTHERS

In the original writings of William Egan, son of Howard Egan, he notes that Lot Huntington was a Pony Express rider whom he remembered well. Most writers include the name of "Let" Huntington. Descendants of Clark Allen Huntington also named him as one who was hired by Howard Egan as a Pony Express rider. It is our belief that both of these men were connected with the Pony Express. The following information was supplied by Eva C. Johnson, granddaughter of Oliver B. Huntington:

Lot E. Huntington was born April 29, 1934 in Watertown, New York, a son of Dimick and Fannie Allen Huntington. His father was a member of the Mormon Battalion and Lot, with his sisters Martha, Zina and Betsy accompanied him on that famous trek. Lot was thirteen years of age when he arrived in Salt Lake Valley July 29, 1847. Dimick Huntington was best known among the early settlers of Utah as an Indian interpreter. It is said that he took his sons Lot and Clark with him when he answered the call of the authorities to go

among the redmen seeking peaceful solutions to the many disputes between the Indians and the white settlers.

In June, 1855, Lot, in company with Oliver Boardman Huntington, and thirty-nine other men, started south and east to the Elk Mountains to open a mission. On September 2, 1856 he accompanied a group of men, his uncle included, on an exploring expedition to the west and out into the desert. Here Lot became an expert horseman and gained a knowledge of the terrain which proved valuable to him during his 'Pony' days. In October, 1861, he married Naomi Gibson. Upon his return to Salt Lake City he served for a short time as bodyguard to Brigham Young. He died from the effects of a gunshot wound January 16, 1862 at the age of eighteen years.

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turesque characters of the mining business in early days. He was seventy-one years of age at the time of his death. Known in almost every mining camp in the west his adventures could fill a volume.



Jack Keetley

The famous Last Chance property at Bingham was purchased from the original locator by Mr. Keetley for a horse and saddle, and he paid for building a cabin on the claim with a six shooter. After working the property for a year Mr. Keetley sold it for \$17,000. Since then the claim yielded about \$1,000,000 worth of ore. In the early seventies he was associated with mining operations in Little Cottonwood and later he went to Deadwood, South Dakota where he was manager of the Sir Roderick Dhu mine in 1877. Returning to Utah he was placed in charge of the Ontario drain tunnel No. 1 at Park City in 1881, and superintended the extension of the tunnel to the No. 3 shaft. Afterward he went to the Anglo-Saxon mine in Butte, Montana, then to the Kentucky mine in Shoup, Idaho, returning to Park City to take charge of the Ontario drain tunnel No. 2 in 1888. He also became associated with the Little Bell and Silver King Consolidated mines in that district. The little mining town of Keetley was named in his honor. He was a great lover of horses and owned some fine racing stock.

During the days of the Pony Express Jack was one of its most colorful riders, often being called "The Joyous Jockey." He was born November 28, 1841 and was reared in Marysville, Kansas. He rode the ponies the entire life of the Express. In later years he wrote the following letter in answer to a request concerning the riders of the Pony Express:

Mr. Huston Wyeth,  
St. Joseph, Missouri.

Dear Sir:

Yours of the 17th inst. received and in reply will say that Alex Carlyle was the first man to ride the Pony Express out of St. Joe. He was a nephew of the superintendent of the stage line to Denver, called the Pike's Peak Express. The superintendent's name was Ben Ficklin. Carlyle was a consumptive and

could not stand the hardships and retired after about two months trial and died within six months after retiring. John Frye was the second rider, and I was third, and Gus Cliff was the fourth. I made the longest ride without a stop, only to change horses. It was said to be 300 miles and was done a few minutes inside of twenty-four hours. I do not vouch for the distance being correct as I only have it from the division superintendent, A. E. Lewis, who said that the distance given was taken by his English roadmeter which was attached to the front wheel of his buggy which he used to travel over his division with and which was from St. Joe to Fort Kearney. The ride was made from Big Sandy to Ellwood, opposite St. Joe, carrying the east going mail, and returning with the westbound mail to Seneca without a stop, not taking time to eat, but eating my lunch as I rode. No one else came within sixty miles of equaling this ride and their time was much slower. The Pony Express, if I remember correctly started at 6 o'clock p.m., April 3, 1860, with Alex Carlyle riding a nice brown mare and the people came near taking all the hair out from the poor beast's tail for souvenirs. His ride was to Guittards, 125 miles from St. Joe. He rode this once a week. The mail started as a weekly delivery and then was increased to semi-weekly inside of two months. The horses, or relays, were supposed to be placed only ten miles apart, and traveled a little faster than ten miles per hour so as to allow time to change, but this could not always be done, as it was difficult then in the early settlement of the country to find places where one could get feed and shelter for man and beast, and sometimes horses had to go twenty-five to thirty miles, but in such cases there were more horses placed at such stations to do the work, and they did not go as often as the horses on the shorter runs. At the start the men rode from 100 to 215 miles, but after the semi-weekly started they rode about 75 to 80 miles. My ride and those of the other boys out of St. Joe was 125 miles to Guittard's, but later we only rode to Seneca, eighty miles. The first pony started from the one-story brick express office on the east side of Third Street, between Felix and Edmond streets, but the office was afterwards moved to the Patee House.

At 7 o'clock a.m., we were ordered from the stables two blocks east of the Patee House which was the signal for the ferry boat to come from Ellwood and to lie in waiting at the landing until our arrival. We rode into the office and put on the mail, which consisted of four small leather sacks six by twelve inches, fastened onto a square holder which was put over the saddle. The sacks were locked with little brass locks much like one sees today on dog collars, and the sacks were sewed to the holders, one in front and one behind each leg of the rider. When the mail was put on and the rider mounted on his race

cheered and I was off with the mail. That ride was one of the longest I ever made, for all it was only to Carson City, Nevada because Indians were all around and you never knew when an arrow would swish down from the rim rock above and you wouldn't be riding anymore.

"I was mighty scared and I sure needed the strength of God that long, dark night. But I got through, although on a later ride I was chased by a band of ten painted Bannocks and got two of their arrows in me and still carry the scars. When I got back to Sacramento, the Pony Express put me on that run regular. There was an oath I had to make when they swore me in. They handed me a little leatherbound Bible, the kind they gave to all the riders and a six shooter. I was told to use the Bible all the time and the gun only in case of necessity.

"Old man Russell built an empire on such practice. People felt they could trust a man with a business built on Bible ways. I rode for the Pony Express the last five months it was alive. That was history in the making. We carried the last messages of Buchanan, news of the election of Lincoln and of the firing on Fort Sumter."

#### ROBERT ORR

Robert Orr was born May 10, 1835 in Kilbirnie, Ayershire, Scotland, the son of Robert and Elizabeth McQueen Orr. The parents with ten children sailed on the *Falcon* for America and arrived in Utah in the fall of 1853, converts of Mormonism. They settled in Salt Lake City where the father and older boys were employed as workers on the Salt Lake Temple. After a short time the family moved to Tooele county, making their home in Grantsville where Robert Sr. freighted to points both east and west. Robert and his brothers, Matthew and John, frequently accompanied their father and the knowledge they obtained proved a valuable asset when they assisted in the Pony Express venture. Robert is named as a Pony Express rider while other members of the family were employed at the relay stations. Sarah Eliza Wickell became the wife of Robert. After the Pony Express days were over he returned to Grantsville where he became city marshal and was well known as a musician. *Matthew Orr*, station keeper at Deep Creek, was at times a substitute rider. He was born in Scotland May 15, 1836, the sixth child of Robert Orr and Elizabeth McQueen Orr. He made his home in various places in Tooele county. Elizabeth Arthur became his wife, and his many descendants are scattered throughout the west. Nicholas Wilson in "*Uncle Nick*" Among the *Shoshones* mentions the Orr brothers as being riders of the Pony Express.

The mother of Robert and Matthew kept a store and fed many of the freighters who passed her way. She was well known to the Pony Express riders.

#### WILLIAM PAGE

Another rider of the famous Pony Express was William Page, born August 4, 1838 in Birmingham, England. He was the son of James and Louisa Graves Page and came to Utah as a Latter-day Saint convert in 1856 in the Edward Martin handcart company. His



William Page

first home in the Valley was with the Henry W. Lawrence family where he did chores for his board and lodging. In the spring he made his way to Bountiful and lived for a time with the Bates Noble family. The following year he was called by President Young to repair guns in the Public Work Shop in Salt Lake City. When word was received that Johnston's Army was on its way to Utah Territory, William joined the Daniel H. Wells company and spent part of the winter in Echo Canyon defending the Saints.

In 1860, when the Pony Express was put in operation, William became one of the riders, his run being between Salt Lake and Fort Bridger. Many thrilling experiences were encountered on these long rides, evading hostile Indians and delivering mail on schedule in spite of serious weather conditions.

After the Express was discontinued William returned to Bountiful where he worked for William Muir operating threshing machines. While there he became acquainted with Mary Ann Clark, a recent Latter-day Saint convert from Leamington, England, and after six months' courtship they were married March 24, 1863. At this time he had little knowledge of either reading or writing, but his wife was well educated, and under her patient tutelage, oftentimes by the light of sagebrush fires, he learned the rudiments of education. The young couple bought a small farm and built a one-room house. Soon after, both death and birth came to this cabin. On the 23rd of March Louisa Graves Page died, his parents having come to the Valley in 1860, and the following day their first child, Louisa, was born.

In 1872, William was called by President Young to go to Arizona on a mission. He left his wife, with five little girls, in straightened circumstances while he obediently answered the call of the Church leaders. After his return he helped make adobes and haul timber from the nearby canyons for the East Bountiful tabernacle. When South Bountiful was organized in 1877, he was selected as Assistant Superintendent of the Sunday School which office he held until the time of his death. He was active in the civic affairs of the community,

found his way to St. George in that early day and the still greater wonder at his staying there, fighting Indians, conducting a business college, running one newspaper and outrunning one or two others . . . As a young man living in Salt Lake City he showed his courage and youthful activity by becoming one of the riders of the Pony Express. Perhaps his resourcefulness in this endeavor helped to prepare him for the life of a frontiersman that was needed to subdue enemies of this southern mission."

The following resume tells the story of the activities of Mr. Sangiovanni between the years 1852 and 1877, when he traveled 36,125 miles in the interests of the Latter-day Saint Church, the Pony Express and the Territory of Utah in general: From Des Moines, Iowa to Salt Lake City by oxtrain; 1855, took 500 head of cattle to California and after his return carried a weekly mail from Salt Lake City to Ogden for a short time; 1856, traveled with the U. S. Survey and later that year drove an oxteam from Salt Lake to Bitter Root, Montana with freight where he stayed until the following year, when he returned to the Valley with a herd of ponies. Later that same year he made a trip to California with 800 head of cattle. During the Johnston Army troubles of 1858, he hauled lumber to Camp Floyd and, in 1859, journeyed to the Missouri River with Heber C. Kimball in the interests of the Church. In 1860, he was employed as a Pony Express rider by Russell, Majors & Waddell and the following year drove a mule team to the Missouri River and return. Later that year he drove a freight wagon to Carson Valley. The Sangiovanni family was called to help with the settlement of St. George where they arrived December 24, 1861. In 1862 he returned to Salt Lake City, from whence he went with freight to Carson City to meet General Connor and his California volunteers. He returned with freight to be used at Fort Douglas. Later that year he returned to St. George, and, in 1863, was called to go with an oxteam to the Missouri River to help bring immigrants and freight across the plains. In 1864, he went on a mission to Europe where he served for three years. In 1868, he took part in the Navajo uprisings in the southern part of the state, and, in 1869 returned to Salt Lake City. Eight years later he traveled to the Black Hills of South Dakota and again returned to Salt Lake City.

Mr. Sangiovanni married Mary Ann Brown, an English convert, and they were the parents of two daughters. In later years he became the first curator of the Deseret Museum. He died in 1915 and was buried in the Salt Lake City cemetery.

#### JAMES "DOCK" SHANKS

Little information is available on James Dock Shanks, another Mormon youth who played a part in the Pony Express operations in Utah. He was born November 29, 1833 in Paisley, Renfrewshire, England, the son of James Shanks and Isabella Dock, pioneers of

1855. Young James preceded his parents to Utah by two years, arriving in the Valley in the Jacob Gates company of 1853. His first job in Salt Lake City was helping to build the wall around the temple block, after which he began delivering mail to the neighboring towns. Later he was employed by Major Howard Egan as a rider.

After the demise of the Pony Express, James moved to Heber City, Wasatch County, where, in time, he built three different homes for his three different families. In 1855 he married Isabella Muir. They were the parents of eight children; in 1875 he married Eva Erickson and seven children were born to them. In 1899 Caroline Homan became his wife. Mr. Shanks was a faithful Latter-day Saint, serving as a High Priest and home missionary. He was an experienced horticulturist and it was his pride and pleasure to decorate the meetinghouse on numerous occasions with beautiful flowers.

#### WILLIAM HENRY STREEPER

William Henry Streeper, son of Wilkinson and Matilda Wells Streeper, was born August 1, 1837 in Philadelphia, Pennsylvania. In the year 1843, he, with his parents, moved to Nauvoo, Illinois where he resided until the martyrdom of the Prophet. Accompanied



William H. Streeper

by his parents he traveled by steamboat to St. Louis, Missouri in which city he stayed until the spring of 1850. While there he was employed on the new gas works system, being assigned to light twenty-five lamps each night and extinguish them in the morning. The pay was five dollars a month which was later increased to ten dollars. With this money he assisted his father in purchasing needed equipment for the journey to Utah. The start across the plains was made from Kanesville, Iowa early in April, 1851, reaching their destination in the Salt Lake Valley in October of that year.

William and his father built a home for the family in the Old Fourteenth Ward. He also hauled wood from the surrounding canyons, not only for home use but to sell to others. Wood was one of the chief mediums of exchange at that time by which debts could be paid. In 1858, he,



employ of Russell, Majors and Waddell they furnished us each with a Bible, but they never gave us much time to read it on the road. We were required to sign an agreement to observe certain 'iron-clad' rules. In part they were: 'While I am in the employ of Russell, Majors & Waddell I agree not to use profane language, not to get drunk, not to gamble, not to treat animals cruelly and not to do anything incompatible with the conduct of a gentleman.' These rules were hard to keep sometimes, especially the one about swearing. That was a nuisance when yoking up unruly oxen in the mornings."

In 1860, Alexander began carrying mail for the Pony Express. The journal continues: "One of the pioneer developments was a fast mail service up the Platte river. I carried mail out of Fort Kearney to the west. I rode one horse 25 miles, changed horses and rode 25 miles more, there I met the rider from the west. If he was late I took the fresh horse that was ready for him and started to meet him and kept on till I did. When we met we changed horses, also the mail pouches. I came back and he began the trip west."

Mr. Toponce came to Salt Lake City in 1863 for the purpose of setting up a freighting business between Utah and the mining regions of Montana. He purchased a freighting outfit from John Handley of American Fork for \$1,200, which consisted of eight wagons with four yoke of oxen to the wagon. Salt Lake City was the loading point and they carried tea, flour, shovels and picks. En route, at Brigham City, he purchased butter and pork and in Cache Valley he obtained eggs. The pork cost him 6 cents per pound for which he received \$1.00 per pound, and the eggs he had bought at a minimum price brought \$2.00 a dozen. The following year he purchased flour from Bishop Chauncey W. West in Ogden. Once, there was a delay of two weeks in filling the order, and Mr. Toponce wrote "the delay caused him great loss both in cattle and gold."

#### HENRY TUCKETT

Henry Tuckett, pioneer of 1852, came to Utah with his wife Mercy Westwood, his mother, brothers and sister. He was born in London, England, September 24, 1831, the son of Charles Tuckett and Jane Pattondon. The father had previously been drafted into the English army and was never heard from again. Shortly after Henry's arrival in the Valley he opened a shoe and harness repair shop. When the Saints were advised by the Church authorities to move south, he took his family and during his absence the shop was taken over by others who had remained in the city. Upon his return he was unable to regain possession of it—neither did he receive compensation for his loss. Henry then went to work for the Dinwoodey Furniture store until such time as he could again go into business.

Employed by the Pony Express company as a rider, Mr. Tuckett later stated that the boys were more afraid of highwaymen than they

were of the Indians. At one time he said he was carrying a large sum of money and felt that information concerning it had leaked out through someone employed in the station. He, therefore, left the usual route, stopped at a secluded spot and hid the pouch then when back to the station. There he met the rider who was going in the opposite direction and they exchanged places. The other young man found Henry's pouch at the designated spot and proceeded along the trail. He was stopped by highwaymen, but when they did not recognize the rider, they let him pass thinking he was not employed by the Pony Express. Henry participated in other exciting events during his months of service.

Lelia Tuckett Freeze, daughter of Henry Tuckett, remembers as a child she was permitted to go to the old Salt Lake House with her father and see him off on his run. While waiting there she heard several men talking about the Indians being on the warpath in Nevada, in Ruby Valley, and that some of the riders had been wounded or killed. After bidding her father goodbye she ran quickly home and, in the privacy of her own bedroom, prayed fervently that the Lord would protect him.

Twelve years after obtaining a divorce from Mercy Westwood he married Esther Elizabeth Frisby. After their separation he married her niece, Jane Thompson, and still later Margaret Stamm became his wife. He was the father of fourteen children. Mr. Tuckett was one of the last surviving Pony Express riders, being 93 years of age at the time of his death, January 30, 1924.—*Auline Stahl*

#### ELIJAH NICHOLAS WILSON

Elijah Nicholas Wilson was born in Adams County, Illinois, and emigrated to Utah with his parents, Elijah and Martha Kelly Wilson, in 1850, settling in Grantsville. Their first home was in a fort, but after a time Mr. Wilson decided to move out of the enclosure to a



E. N. Wilson, "Uncle Nick."

farm two miles distant where he could graze sheep. It was young "Nick's" responsibility to watch over them. In August, 1856 he was enticed by a band of Shoshone Indians to leave his home and live among them, which he did for two years. He became very attached to the redmen and in later years published a book entitled "Uncle Nick" Among the Shoshones. After the death of his father in the fall of 1860, he became a Pony Express rider and tells his experiences in that venture in these words: